

## **Operation CAPSafe**

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Operation CAPSafe is now on-line. Go to e-services and click on CAP Safety Suggestions on the left-hand menu. This should make entries easier for your Safety Suggestions as well as giving the Safety Team tracking capabilities for Operation CAPSafe entries.

I would also like to remind everyone that all prior CAP National Safety Programs, including the Safety Pledge, were terminated in December 2005.

Your CAP/NHQ Safety Team requests that every member of every unit in CAP, both seniors and cadets, submit a Safety Suggestion every month. Your suggestion may be the one that saves a CAP member from injury, the loss or damage of a CAP asset or someone else's property. Every CAP member is a Safety Officer and we need each of you to help keep CAPSafe.

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# **Operation CAPSAFE**

## **Air Safety Suggestions**

### **April 2008 – Personal Judgment**

As a professional, full-time pilot and a CAP check pilot and flight instructor, I often have to make tough decisions regarding a flight. To help make the correct choice, I ask myself "how would I explain this course of action to an accident investigation board?" If you don't like your answer then don't do it. If it doesn't sound like you can justify your actions to a board of inquiry, then you probably shouldn't be doing it. If, on the other hand, you're within rules and would be happy to discuss your decision to the NTSB or whomever, then you're probably ok. Just imagine yourself sitting in the center of a large empty room on a cold hard wooden chair alone in front of a table of inquisitors second-guessing your decision. Can you describe to them that you made the best choice at the time. Or if you could turn the clock back would you do something differently. If you wish you could turn the clock back, you probably shouldn't be doing it.

Capt Robert Willard, PCR-NV-064

### **March 2008 – *Weight and Balance***

Some of the equipment required to be on CAP aircraft can be quite heavy. There are times when we must leave some of that equipment on the ground. Additionally, some of this equipment may "fly" in the storage compartment. It would be a good idea to mark all equipment above a certain weight. Some people can look at a chain and guess its weight, but others cannot. It would be a good idea if someone examined the cargo area of each plane and find a good, fast, secure and uniform way of securing its contents and then identifying the weight so the pilot will know. Each squadron should weigh the gear before doing a weight and balance. I am not a pilot, but my experience with CAP has been to have only flown with very professional and experienced pilots who ask the hard questions and don't take chances. You can never know too much about your aircraft and cargo.

2nd Lt Michael Tompkins, NER-MA-067

# **Operation CAPSAFE**

## **Ground Safety Suggestions**

### **April 2008 – Personal Limitations**

We are always focusing on what our qualifications are and if we are up to date with training. And this is a very necessary activity. One area I think we fail to recognize is to be aware of our personal limitations.

Not looking at our limitations as a weakness or failure but be aware of any areas in which we may cause an unsafe situation for others. It may be a temporary limitation due to illness or fatigue, but we may have permanent limitations in certain areas.

Owning our personal limitations, knowing what our limitations are and not being afraid to say NO I CAN'T DO THAT. This could be seen as a great strength and if one person says "Hey, I can't do that" or "Maybe you should get someone else" others may not be afraid or embarrassed to admit a limitation. Personally, I am mildly autistic. (VERY MILD) But after a full day of being around people during a SAREX or RED CAP, I need to retreat to my room by myself to settle after a full day of stimulation. I'm not afraid to say "No, I don't think I'll go out to dinner tonight, I just need to be alone and rest." I want to be fresh and ready for the next day.

1Lt Amanda Ellison, SWR-OK-024

### **March 2008 – Guy Wires**

When setting up tents, antenna masts or anything requiring guy wires, ALWAYS put red surveyors tape, yellow caution tape or other obvious flagging anywhere that guy wires, antenna wires or other obstructions may be. A strip of this stuff about 2-3 feet long can be easily seen where the wires or ropes are often difficult to see. This will help prevent injury and/or damage to equipment.

Lt Col Bill Croghan, PCR-NV-065